

## HAVOC AND LOSS OF LIFE.

## ELECTRIC STORM WORKS DISASTER WITH BROOKLYN TROLLEY LINES.

## TRAVEL BLOCKED AND STREETS TORN UP ON STATEN ISLAND AND SUMMER HOTELS STRUCK.

The storm which broke over the city at about 4:30 o'clock yesterday afternoon was one of the fiercest ever experienced here. The lightning played havoc in Brooklyn principally, but in other places in the neighborhood as well. All night long the police received reports of damage from the wind and the rain. Three lives were lost, so far as known, as a result of it. The storm wrought disaster for two or three hours with the surface lines of Brooklyn. All the main lines, with the exception of the Fulton-st. and Broadway lines, were more or less obstructed, but the worst blockades were on the Brighton Beach, the Third-ave. and the Flat-bush-ave. and Bergen Beach routes. On the Brighton Beach line at Oak Crest, where there is a cut about eight feet deep, the water flooded into the depression, and caught the heavy tide of travel returning from the Brighton Beach racetrack. There were a few cars that got through with the water up to the running board, but after that the water and mud got deeper, and soon there was a blockade.

The passengers were in a sorry plight. Car after car crowded with passengers came up and waited for the one ahead to get out of its way. The rain beat under the curtains of the cars, soaking the clothing of the passengers and causing untold discomfort. Hundreds of women who had witnessed the races were drenched and had their finery ruined. After the cars had been stalled for half an hour, many of the passengers who had pressing engagements "waded ashore" and made their way to the Coney Island and Brooklyn and the Manhattan Beach lines, where they had another long wait before they could squeeze into the overcrowded cars. It was nearly 9 o'clock before traffic had resumed its normal condition on all the surface lines.

On Staten Island traffic was impeded by flooded tracks, and the trains were delayed about an hour. Streets were washed out, and gutters destroyed in many places on the island. Several hotels and church steeples on Long Island were also struck.

## SEVERE IN THE CITY.

## HEAVY RAIN AND VIVID LIGHTNING FOLLOW HIGH TEMPERATURE.

A storm with a great deal of rain, much thunder and an unusual display of lightning passed over the city yesterday afternoon. After it had passed another storm came up so quickly that it could hardly be called a separate one. It was much milder, and there was far less lightning. It did little damage to property. It cooled the city twenty degrees, to the immense relief of those who had to remain in it.

The storm came up soon after 4 o'clock, having been noticed approaching from the southwest for some time before that hour. The wind began to increase from the zephyrs in which it had been blowing on the water—there was none at all on land—and in a little time forty miles an hour was its rate, sweeping over water and shore. It kept on increasing as the storm's volume and intensity became greater, until at the height of the tumult it blew at the rate of sixty-six miles an hour, whipping the waters of the harbor into whitecaps and materially retarding the speed of the vessels in its teeth.

All the yachts which had been out trying to catch some air had a fine sail for a few minutes, but they had then to put into the nearest port, as they saw that the wind would keep on increasing. It was over forty miles at 4:30 o'clock, over fifty miles at 4:45 o'clock, and sixty miles an hour at 4:55 o'clock, reaching its highest rate in a few minutes more. It decreased as rapidly after the great black clouds had moved over the sea and land, and from forty-two miles an hour at a little before 5 o'clock it dwindled away to sixteen miles an hour at 5 o'clock, and in another few minutes was blowing at the rate of only eleven miles an hour.

As the wind increased the temperature dropped. The day had been a very warm and oppressive one, the heat registering 91 degrees at 4 o'clock. The storm sent it down to 71 degrees in fifty minutes, and left the mercury standing at that point for nearly the rest of the night, it getting as high as 76 between 8 and 9 o'clock.

The rainfall kept up with the record of the temperature and wind by registering more than in the majority of storms this year. The Weather Bureau reported that .67 of an inch of rain fell during the storm, and that the total for the year was reported by the Bureau that the two storms were almost the same, the second following the first so closely. There was a respite from the rain, however, long enough to allow many people to get back home from nearby resorts.

A lightning display kept up with the record, the display being an unusually exciting and magnificent one. In all passenger carrying, the storm was a very unusual one. The usual hies the women at the flashes of electricity, which were very vivid. One of the flashes hit the flagpole on the roof of the Dun Building, at Read-st. and Broadway. The pole was splintered.

Flashes seemed to strike in many places, but the seeming proved to be because of the unusual amount of lightning prevalent, and the vividness of the flashes. A commotion was caused at Sixth-ave. and Twenty-third-st. by a flash which many persons believed struck at a big ball of lightning fire that exploded with a thunder, and then scattered in many places that it was a flash. More conservative people said the flash was an unusually brilliant one, but the radicals, especially the women who were frightened, stood their ground that it hit something. Nothing was found to be injured in the neighborhood.

## TROLLEY CAR A VERITABLE BATTERY. CONDUCTOR AND MOTORMAN SHOCKED AFTER IT WAS STRUCK.

Seventy-five people on trolley car No. 627, of the Third-ave. line in Brooklyn, had a thrilling experience in the midst of the storm. The car was at Thirty-ninth-st., when there was a flash of lightning, which traversed the top of the car, flaring up around the controller box and shocking the motorman, who immediately jumped from the car and refused to go back. The shock was so great that the women and children in the car became greatly frightened and the children began to scream. About half of the passengers jumped off the car, despite the drenching rain. The conductor, H. S. Lash, tried to quiet the passengers by going among them and speaking to them, telling them there was no particular danger. His hands came into contact with metal, and he was knocked off the car to the ground. The fall did not hurt him, but the effect on the passengers was terrifying, and those who had stuck to their seats followed the others and scrambled to the ground. The car was taken to the depot at Fifty-eighth-st. and every one who touched the metal work on it was shocked. It was shoved on to a siding in the car depot, and for two hours afterward it was as one of the motormen afterward said, "a car hot proposition." An examination of the car later showed that many of the lights had been burned out, and it was not otherwise damaged.

Between 5 and 6 o'clock the water came down Thirty-ninth-st., Brooklyn. In such a trolley that it washed mud and gravel on the tracks, blocking the line. It was nearly an hour before the blockade was raised.

## STATEN ISLAND CARS BLOCKED. STREETS TORN UP AND THE FERRY HOUSE FLAGPOLE STRUCK.

Staten Island was deluged by a cloudburst yesterday afternoon, and great damage was done by water, which flooded the streets, ripped up the macadam roads on the hillsides, and flooded railroad tracks with mud and rocks, and flooded cellars and several stores. The downpour began

at 4:20 o'clock, and continued for half an hour. For ten minutes in the middle of the storm the wind reached a high velocity, and a repetition of the Elizabeth disaster was feared by the islanders, but so far as could be learned last night the only damage by wind was the breaking off of trees and large limbs. There was some hail and heavy crashes of thunder, and it became so dark that gas and electric lamps had to be lighted in stores and houses.

The house of L. W. Smith, at No. 18 Prospect-st., Stapleton, was struck. The bolt hit the roof gable, entered the attic, tore out a window and tipped off some of the clapboards as it escaped. No one in the house was injured.

While the ferry house at St. George was crowded with people the flagpole on the building was struck. There was a blinding flash and a crash as of broken glass. It seemed as if the restaurant directly under the flagpole was ablaze for an instant, but the building was only slightly damaged. The people were alarmed, and many of the women in the waiting room screamed. The cupola on the Smith Infirmary was struck and wrecked, but the electric light did not enter the building.

The force of the storm was confined to the northern and easterly shores of the island, where on the hillsides the streets were quickly converted into raging torrents, and in many places the water rose above the sidewalks and flooded the adjacent buildings. Great gullies were ripped open in the macadam roads, paved gutters were torn up and culverts wrecked. It will require from \$5,000 to \$8,000 to repair the damage.

The tracks of the North Shore division of the Rapid Transit Railway were buried under dirt and rocks near St. George, at two points between the New-Brighton and Saylor's Snug Harbor stations, and near Elm Park, Port Richmond. The trains were stalled for an hour. On the east shore trains were stalled for a short time at Tompkinsville and at Port Wadsworth. The trolley cars of the Staten Island Electric Railroad were filled with pleasure seekers on their way to and from South Beach when the storm burst, and the curtains of the summer cars afforded little protection to the occupants. Nearly all of the cross streets between St. George and Snug Harbor the cars were buried to a depth of from one to three feet, and it was nearly 6 o'clock before the tracks were cleared and the cars could get through to their destinations. There was only a little trouble on the section of track between St. George and South Beach. The motors on three cars were burned out, but the cars were not damaged. The Mulund's tracks at Stapleton, Tompkinsville and in the Clove Valley were also buried, and it required over an hour to open the road for traffic.

## FIVE PERSONS HURT ON A CAR.

## TROLLEY COLLISION IN BROOKLYN—A BOY FOUND DEAD AND OTHER ACCIDENTS.

One of the worst trolley accidents in the storm was near the junction of Avenue N and Flat-bush-ave., where the straight line from Bergen Beach intersects the Flat-bush-ave. line. The cars from Bergen Beach were heavily laden with people fleeing from the storm. At the height of the storm two cars running in the same direction collided at the points named, and the following were injured:

FISHER, Gustave, No. 227 Seventh-st., sprained ankle.  
HINES, John, No. 342 Seventh-st., contusion of left arm.  
MAHONEY, Patrick, No. 29 Vernon-ave., contusion left leg.  
MORRELL, Thomas, No. 40 East Fifty-first-st., Manhattan, broken leg.  
PETERSON, C. W., No. 76 Lott-st., face and thigh cut.

All the injured were removed to St. John's Hospital, where they were reported to be doing well last night. Some of them after being treated were sent home.

The Rapid Transit officials would not give out any details concerning the accident. It was learned, however, that the motorman on the rear car was facing the storm and did not apparently see how close he was to the car ahead, driving his car into it at nearly full speed.

Taylor S. Buck, of No. 357 Fourth-st., was passing Second-ave. and Fortieth-st. at 5 o'clock, when he ran on to the prostrate form of a boy apparently about twelve years old. The boy was dressed in a blue "jumper" and blue jeans overalls. He had a crab net in his hand. Near by was a trolley pole, from which dangled a wire. This wire reached the top strand of a wire fence, and the two wires at a height so high that it was impossible for the boy to have been trucking home from crabbing. He was still alive when Mr. Buck saw him, and an ambulance was summoned from the Norwegian Hospital. The surgeon said that the boy was taken to the Fourth-ave. precinct station.

Mary McGilney, of No. 204 Tenth-st., while running along Third-ave., stumbled through an open cellar door in front of the house of Mrs. Schuchman, at No. 128 Third-ave., and fell into a flooded cellar. The cellar had been flooded by the sudden downpour, and Mary was in danger of drowning when she was rescued by William Carboy.

Nathan Straus, of No. 568 Baitell-st., was knocked from a wooden milk wagon at 5:55 o'clock last night in the storm by car No. 2,507 of the Fort Hamilton line, at Fifth-ave. and Seventy-fifth-st. Straus had his right hip injured, and he was taken to the Norwegian Hospital.

When Captain Charles Rogers named his new coat boat Major McKinley he thought he ought to have good luck with the vessel from that time forward. He had pretty good luck until the storm of yesterday came along. Then the boat, which had been carrying a load of coal on board belonging to the Pennsylvania Ferry Company, went down at her pier, at Coffey-st. and Erie Basin. Captain Rogers, who lives at No. 615 Fifth-ave., says his boat was worth \$3,000.

Martin Coffey, No. 110 Fortieth-st., yesterday afternoon at 4:45 o'clock drove his span of horses unconsciously against a trolley pole which the storm had wrested from its foundation at Thirty-ninth-st. and Fort Hamilton. The horses were killed, and the trolley pole was bent. Mr. Coffey valued his horses at \$250. It is said that he narrowly missed meeting the same fate in his efforts to extricate his horses after they ran against the pole.

The bathing houses at the Congress Park Hotel, at Sixtieth-st., Bay Ridge, were nearly wrecked during the early part of the storm. The houses were occupied by a number of women and children, when the storm broke and they were foundering around in the water in the wreckage. James M. Connolly, proprietor of the hotel, and a number of his guests rushed to the assistance of the endangered bathers, and carried on their shoulders the women and children to places of safety. Mr. Connolly says his damage amounts to about \$1,000. The Ariel Boat Club house was also partly wrecked, and an eight oared boat was sent adrift. It was at the Hamilton estate at Brighton Place and Third-st., Coney Island, was demolished and thrown against a frame flat-house building across the street. The house was wrecked and the flat-house broken in. The wrecked trolley car was thrown into the water from Coney Island to Brighton Beach was blown down.

The two-story cottage of Mrs. Goebel at Bay Tenth-st. and Bensonhurst-ave., Bath Beach, was struck. People at Coney Island said they saw a yacht capsize offshore in the storm. It was a mile away and opposite the Shelter House.

## SCHOONER RUNS INTO PRETORIA. THE LATTER ONLY SLIGHTLY DAMAGED—A SAILOR THROWN OVERBOARD.

In the heavy squall down the bay yesterday afternoon the schooner Henry H. Grant, which was coming in from Norfolk with a cargo of lumber, ran into the Hamburg-American Line steamer Pretoria, which had sailed for Hamburg, and was temporarily anchored in the Narrows.

The schooner's fore and main masts were snapped off at the deck and the main mast was carried away at the cross-tree. The schooner leaked considerably from a hole at her starboard side. She was towed to Red Hook, on the Brooklyn shore.

The Pretoria lost her flagstaff and awning rail and was somewhat damaged about the stern, but not so much as to prevent her proceeding on her voyage, which she did, passing out about 6 o'clock.

In the collision a seaman on the schooner, named George, was thrown overboard and his leg was not recovered up to a late hour last night.

## BABY CARRIAGES IN A PANIC. TWO OF THEM STRUCK BY LIGHTNING IN PORT GREENE PARK.

The storm broke with great fury in Brooklyn at about 4:45 o'clock, and did a great deal of

damage. Trees were blown down all over the city, many of them encumbering the streets all night long. The telephone wires connecting outlying precincts with Police Headquarters were cut off in many places, and returns were slow in coming in.

One of the scenes of terror was in Fort Greene Park. There was music there yesterday afternoon, and the high temperature drove thousands of people to the park. As soon as the storm approached the greater number of the people fled, and the procession of baby carriages through the entrances was a sight to behold. Many of those who thought that the storm would soon pass over remained in the sheltered places near the arbors on top of the hill in the park. Here were gathered a number of baby carriages, while the babies were taken to the covered shelter. Just as the storm broke a little girl named Mamie Wilson, of No. 9 South Oxford-st., dropped to the ground as the lightning flashed, and it was at first thought she was badly injured. She was picked up, and was found to be only slightly shocked. Two of the baby carriages were struck by lightning. One of them belonged to Mrs. Hyland, of No. 26 Boerum Place, and the other to Johanna Ahearn, of No. 197 Myrtle-ave. The babies had been taken from the carriages only a few minutes before.

Lightning struck a chimney five feet high on the top of the three-story building No. 584 Clinton-st., owned by Mrs. Catharine Highland, throwing it to the roof of the adjoining house, where it crashed through and destroyed the furniture in apartments occupied by Nels Lund, causing a damage of \$200 to the building and \$50 to the furniture.

The wooden quarters belonging to H. J. Haggerty & Co., of No. 10 Platt-st., at No. 537, 539 and 541 Smith-st., was struck by lightning and set on fire at 4:45 o'clock. Part of the roof was torn off, and the building was damaged to the extent of \$1,000. There was no one in the factory at the time. The building is said to be insured.

A lamppost at No. 1,636 Bergen-st. was struck and partly demolished.

## DAMAGE WROUGHT IN BAYONNE. WIND AND LIGHTNING FELL TREES AND RAIN FLOODS CELLARS.

The thunderstorm yesterday afternoon wrought much damage in Bayonne. The wind and lightning felled many large shade trees and injured numerous fruit trees in every section of the town. The lightning played several peculiar tricks. In West sixth-st. near Avenue D, Bergen Point, it almost wholly stripped the outer layers of bark from the trunk of a large oak tree, and tore the bark into splinters of varied lengths. From a dwelling in Avenue D, near East Fourth-st., it tore the lightning rods, and flung them to the earth in fantastic figures.

While the storm was at its height lightning caused three fires, the first at the oil refinery at Condit-st. The damage of a vapor pipe leading to the tar stills in the Tidewater Oil Company's establishment was shattered by the electric fire. The flames communicated to the still. Two tar stills in the yard of the Standard Oil Company's plant were similarly fired at almost the same instant, and the flames of both worked sounded alarms almost simultaneously. All three fires were extinguished by the employees before the flames could spread to other parts of the plant.

In the half-hour's downpour of rain 1.50 inches (meteorological measurement) fell. The wind blew from the southwest, and inundating scores of basements and cellars. Cars on the electric trolley line were blown off the tracks, and the cars were damaged. The temperature fell 20 degrees in half an hour. The barometer registered 29.50 when the storm broke, and continued to ascend until the rain stopped.

## DROWNED OFF CRESCENT A. C. TWO MEN THROWN INTO THE WATER—ONE RESCUED BY THE SCHOONER WHICH CAUSED THE ACCIDENT.

In the height of the storm yesterday afternoon the schooner Sarah A. Merritt, of New-York, was caught in the squall off the summer clubhouse of the Crescent Athletic Club at Owl's Head, Bay Ridge. Her crew dropped one anchor, but it did not hold, and before another one could be put out she began to drift on the rocks. Just at this time a sixteen-foot skiff, containing John Schroeder and Frederick Schneider, both of Jersey City, was passing by. The men had taken in their skiff, and the skiff's rudder had been carried away.

The Merritt drifted toward the skiff and struck on the side, upsetting the craft and throwing Schroeder and Schneider overboard. The members of the Crescent Athletic Club immediately tried to rescue the two men, but they were blown to them from the schooner. Schroeder caught the line and was dragged aboard the schooner. Schneider had managed to sink under exhaustion and failed to come up.

## ARVERNE HOTEL STRUCK. GUESTS RUN OUT INTO THE STORM—BATH-HOUSES SWAMPED BY WAVES.

Far Rockaway, Aug. 5.—The storm which struck here late this afternoon was one of the most violent ever known in this neighborhood. Outside of this place considerable damage was done by lightning. The guests at the Arverne Hotel were driven out into the storm in a panic by a bolt that struck the hotel. The storm came up suddenly, and was accompanied by vivid flashes of lightning and terrific peals of thunder. The guests at the Arverne Hotel were all indoors, as the wind carried the rain in sheets in every direction.

During a lull in the storm there was a blinding flash of lightning followed by a report like a salvo of artillery. Some one cried that the hotel had been struck, and a rush was made for the doors. Many guests ran out into the rain without coats or headgear, and it was some time before the hotel people could induce them to return. An examination showed that a bolt of lightning had struck the roof, and run down the side of the building. A long black mark showed its course. A short distance from the hotel stands the cottage of Charles Lehman. This house was also struck, and it is thought by the same flash that hit the hotel. Neither place was damaged to any extent.

There were many cottagers and hotel guests in bathing when the storm broke. The bathers had no time to reach the bathhouses. A high wind carried the water up to the dressing rooms, and the rising tide soon reached those shelters. The bathers were in the water run to the hotel, and some who had managed to reach the bathhouses had to make their escape soon after entering them. The water dashed over the little structures, soaking everything inside. The storm broke in a fury, and the rain stopped. Every one who had been in the water was compelled to walk to the hotel or home in a bathing suit carrying his wet clothing.

Three boats were capsized in front of the hotel. The people were turned over in the bay, but no one was drowned, so far as could be learned to-night.

The Methodist church at Inwood was struck by lightning. The steeple was struck and fell to the ground. At Lawrence the Lawrence Methodist Church was struck, but not damaged much. The lightning glanced down the steeple and struck the ground. All telephone and telegraph lines were down between Rockaway, Far Rockaway and Arverne, and hundreds of trees in the roads, having been blown down by the wind.

## BRIGHTON BEACH HOTEL SUFFERS. ELECTRIC LIGHTING PLANT DAMAGED AND CASINO CLOSED EARLY.

The smokestack of the Brighton Beach Hotel's electric light plant was blown down in the storm, and the electric lights in the hotel were dimmed all the evening in consequence. The performance in the Casino had to be stopped at 9 o'clock instead of 11, owing to the insufficient stage light, and a large audience went away disappointed. The stack of the Edison electric works at Coney Island swayed and tottered in the wind, and the employees ran out of the building as a precaution to insure their safety. They were blown up the stack with heavy timbers and prevented it from falling.

## TOWBOAT STRUCK BY LIGHTNING. POMEY, OHIO, AUG. 5.—During a severe thunderstorm, accompanied by a heavy wind, last night,

the Pittsburg towboat Advance, which had gone extensive repairs at the Middleport docks, was struck by lightning and consumed by fire. The towboat was burning, and with five passengers on board, across the river, and the hull lies on the West Virginia shore. The crew of five managed to escape with great difficulty.

## COST OF LIVING GREATER.

## LARGE INCREASE IN THE PRICES OF FOOD AND MATERIALS.

With the exception of flour, which sells to-day at about \$1 less than a year ago, the cost of living generally has increased in the last twelve months. The price of metal and textile materials has advanced nearly 100 per cent, and such staples as print cloths are higher by 30 or 40 per cent than this time last year. There has been a general increase in the prices of dyestuffs and starch. The pine boards from which the boxes for packing the goods are made are about 15 per cent more expensive than formerly; the nails and woven wire bands used in fastening the packages are from 15 to 20 per cent dearer, and labor is fully 10 per cent higher than two years ago. There have been advances in all classes of hardware, and household furnishings goods cost 10 to 15 per cent more. Carpets are about 20 per cent higher, while stoves and kitchen utensils, owing to advances in iron and other metals, are from 35 to 50 per cent above the prices quoted twelve months ago.

Last year table salt was 80 and 90 cents a barrel; now it is \$1.50. This high rate is considered excessive, and the result of trade combinations. There has been a little rise in the prices for refined sugar, while some important changes have occurred in the prices for spices, which householders most frequently use. Peppercorns by retailers for the denomination of 25, the Treasury now holds a large unused supply of certificates of the larger denominations. It is the evident intention of the Treasury Department to be in a position to issue gold certificates freely for gold coin should the fall movement of currency lead to a demand for gold certificates in exchange for gold coin. It is to be noted that while gold coins can be freely had in denominations of \$20, \$50 and \$100, the issue of gold certificates to denominations of \$20 or less is prohibited. It is a debatable question, therefore, whether gold certificates will adequately meet the demand for money of small denominations.

It is now apparent that in the fall movement of the crops there will be a pressing demand for more currency or paper money than the issue of gold certificates will meet. The Treasury has already been instructed to resume the issue of gold certificates on deposits of gold and in payment over the counter of Government obligations. The other sub-treasuries have been instructed to the same effect by letter, which they will receive before business hours on Monday morning. The sub-treasuries have also been advised that the government will ship to them an additional supply of gold certificates to-day, of what is known as Department series in denominations ranging from \$20 to \$100 and aggregating about \$200,000. It is anticipated that the gold certificates most in demand will be those of \$20, \$50 and \$100 each. The Government has in its vaults between \$8,000,000 and \$9,000,000 in gold certificates, of what is known as the "Series of 1886," and these will be supplied on demand until others may be printed at the Bureau of Engraving and Printing.

## TO ISSUE GOLD CERTIFICATES. THE TREASURY DEPARTMENT PREPARING TO MEET THE EXPECTED FALL DEMAND FOR CURRENCY.

Washington, Aug. 5.—The Treasury Department to-day made a requisition on the Bureau of Engraving and Printing for the preparation of gold certificates of the denomination of \$20. The Treasury now holds a large unused supply of certificates of the larger denominations. It is the evident intention of the Treasury Department to be in a position to issue gold certificates freely for gold coin should the fall movement of currency lead to a demand for gold certificates in exchange for gold coin. It is to be noted that while gold coins can be freely had in denominations of \$20, \$50 and \$100, the issue of gold certificates to denominations of \$20 or less is prohibited. It is a debatable question, therefore, whether gold certificates will adequately meet the demand for money of small denominations.

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